

SAH Journal

The Society of Automotive Historians, Inc.
Issue 201 November–December 2002



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Silent Auction Bids
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30th**

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An American in Paris: Roy Chapin Reports on the 1922 Salon

by Roy D. Chapin
edited by D.J. Kava

In October 1922, Hudson President Roy D. Chapin visited Europe and attended the Paris Salon, the auto show held at the Grand Palais. Upon his return he wrote the following report for his sales and engineering executives. The original document is located in the Roy D. Chapin Papers, Bentley Historical Library, University of Michigan, Ann Arbor, Michigan.

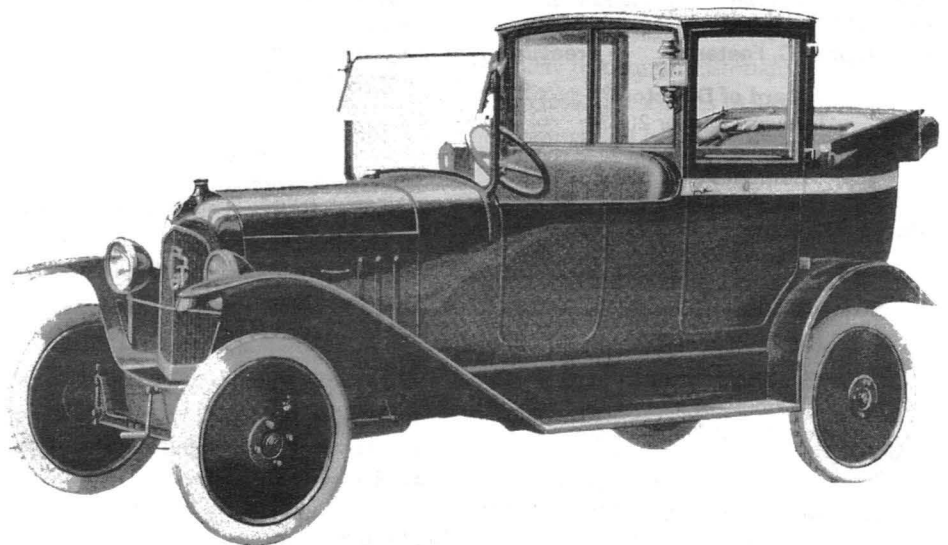
Here are my observations of the automobile situation in Europe and the new things to be seen over there, including tendencies at the Paris show.

Types of cars

Increase in the use of small automobiles is astonishing. The cycle car is coming back in favor as a well-designed, highly economical, satisfactory vehicle. The big development is in 10 to 12 H.P. sizes of light cars and motor cars. Incidentally, the French distinction between the three is approximately as follows: Cycle cars range up to 1100 c.c. cylinder capacity, or 67 cubic inches; light cars from 1100 c.c. to 1500 c.c., or 92 cubic inches; motor cars 1500 c.c. and above.

In England very few new large cars are seen, the Rolls-Royce and Daimler being the most conspicuous. The popular models in England seem to be the 10 H.P. Fiat, 10 H.P. Talbot-Darracq, the Morris Oxford and of course the Ford; although in neither England nor France are there as many Fords to see as one might expect.

continued on page 10



This Citroën Landauet was very popular in Paris as a taxi cab. Courtesy Taylor Vinson



Thomas S. Jakups, Editor

Well Worth the Drive

and rising up from the river the hills of Pennsylvania—as breathtaking a state line vista as you could imagine. Coming home, to escape the highway monotony I exited onto Route 209 and found myself crawling through the picturesque and bustling town of Stroudsburg on a busy Saturday afternoon, then cruising past the hotels, restaurants and souvenir shops of the Poconos resort area and finally taking in the quiet beauty of the Delaware Water Gap National Recreational Area.

In Matamoras Bev and Jim were gracious hosts, introducing me to their dog, Henry, who checked me out thoroughly at the door, and giving me the grand tour of the facility which houses toys, games, clocks, prints, books and other manner of memorabilia, auto and otherwise. They are having a ball with the place and it is well worth the visit for those finding themselves in the keystone state.

Once at Hershey I was able to walk the grounds Thursday and catch the Car Show on Saturday. In between I thor-

oughly enjoyed the SAH Board of Directors Meeting and the Awards Banquet. At the board meeting I was sorry to learn that inserts that have been placed in recent *Journals*, most notably the reservation form for the banquet, were being overlooked by the members. To remedy that, I will note inserts in bold print on the front page in the Table of Contents and, if feasible, on the back of the *Journal* near the member's name. The *Journal* will also list new members who come on board since the publication of the previous issue. I thank all the board members for their comments and invite members to write in with their ideas.

I would also like to thank *Jim Wren, Jack Juratovic, Don Keefe, Darwyn Lumley and Mike Skinner* for providing me with copies of the remarks they made in presenting the various awards. Also a big thanks to *Bobbie'dine Rodda* for bailing me out with several needed photographs from the Awards Banquet.

—Tom Jakups

One of the things I enjoy most about going to Hershey or to a national convention of one of the car clubs to which I belong is the drive to and from. This year was no exception. On the way down I thought I would visit *Beverly Rae Kimes* and *Jim Cox* and check out their new venture, *Olde Scissors Factory Antiques*, in Matamoras, Pennsylvania.

Matamoras is on the state line, across from Port Jervis, New York. Driving along Route 84 I rounded a bend and there before me was the Delaware River

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SAH Journal

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Copy Deadline for Journal 202
December 27th



Dale K. Wells, President

Hershey 2002 is history now, and SAH fulfilled its traditional role and service. Thursday a.m. several members gathered at the hospitality tent in the White Field to put up the sign and arrange the tables and chairs. Under the experienced guidance of *Paul Lashbrook*, we offered juice and soda to wash down pretzels, candies and other snacks while talking about each other's latest research, discoveries and sundry information.

About noon on Thursday it began to sprinkle and within a few hours a steady rain was falling. The hospitality tent became a welcome refuge for members and strangers alike. It was a good opportunity to tell those strangers about SAH and to be sure they had membership applications in hand before moving on down the field between rain drops.

Thursday evening your officers and board members gathered at the Hershey Golf Club for dinner and the semi-annual board meeting. After the usual business formalities and committee reports this year's awards were announced and the banquet program reviewed. Everything was ready for the Friday Awards Banquet.

Rain continued all night Thursday and on through Friday. Swap meet vendors without tents could not open and many packed up and left for home early if they could get out through the mud. The radio forecast was for more rain through the weekend, but fortunately the clouds began to dry up Friday evening. More vendors were on paved parking lot spaces this year than last, but in our field, more than half of them seemed to be closed or gone by Saturday a.m.

Hershey 2002, and YES, the RAIN Came Down

The Awards Banquet Friday evening was a welcome opportunity for about 100 members and guests to gather inside the warm and inviting ambiance of the Hershey Golf Club dining room. Bar service was available for those who wanted an extra bit of warming spirits before dinner. Following dinner, yours truly had the pleasure of welcoming everyone to the evening affair and calling upon the awards chairmen to proceed with the presentations as reported elsewhere in this issue. It was a great climax to an exciting evening as individual congratulations and wishes for future success were exchanged by those present.

Where there are winners, there are also losers. But the many fine works nominated for awards but not receiving them were not really losers. They are all significant contributions to the various fields of automotive history. Hopefully, those who "also ran" will continue research in their special fields of interest and contribute more history and archives for the future record.

In spite of the rain and mud, it was a real pleasure to meet and greet the many friends and members of SAH, to share some stories with them, to explore common interests and to get better acquainted. When talking with others about their areas of expertise and research projects they may be working on, it is interesting how often bits of information can be passed along that would otherwise never be found. I came home with many notes about things I could look up for others using some of my resources and places I could look to find out about subjects I would like to pursue. This interchange of ideas, thoughts and suggestions is one of the great benefits of group meetings, conferences and conventions. Even with the internet, working alone cannot possibly be as pro-

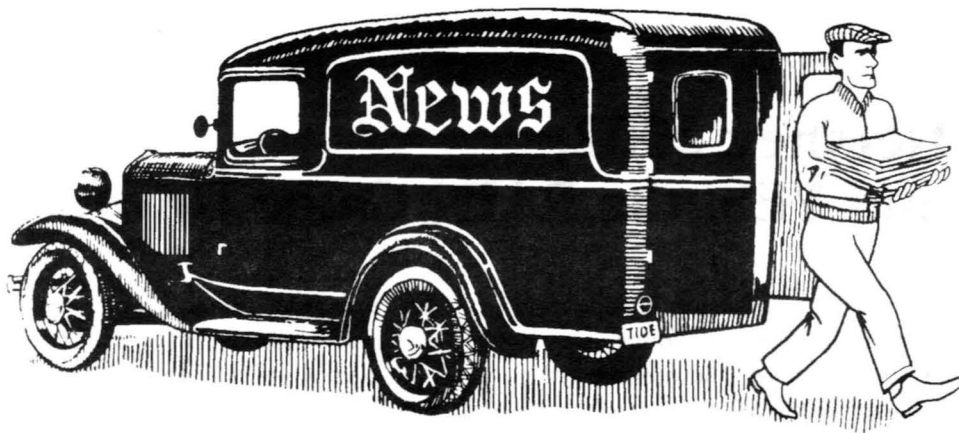
ductive as group efforts, however trivial they may seem at the time.

So now we begin to focus on our future efforts. The board will meet next April in the Boston area to review the year's events and set goals for another year. Meanwhile, awards chairmen will be appointed and committee members recruited for the next round. Members interested in working on various committees should contact me, and I will advise the committee chairs. Besides the awards programs, everyone is invited to offer other suggestions about SAH activities and possible speakers or subjects for inclusion in the next history conference. This is YOUR society, and we are here to serve you. If you live in the area of one of our local chapters, we encourage you to get in touch with them, find out where and when they meet and consider membership there also.

History implies the study of the past, but we are living in the so-called "information age," and perhaps the challenge is to sort out those recent events that will become historically important. There are so many automotive books, magazines and newsletters available today that future historians should have no lack of resources to work with if our libraries and car museums preserve enough of those materials.

In closing, if you have a special area of interest that would help other researchers, be sure to let us know about it so we may include that reference in future directories. I have found those references to be very helpful in answering many inquiries. Even if you are not a writer, please be ready to share your knowledge and expertise with our members and the media publishers who contact us from time to time.

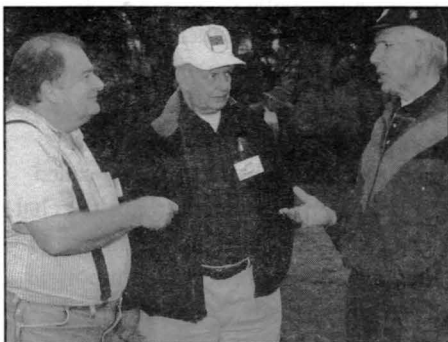
—Dale Wells



- Hershey 2002

The weather outside was dank and dreary, but it could not dampen spirits as SAH members gathered for the 34th Annual Meeting and Awards Banquet at the Hershey Golf Club on October 11th.

Much of Hershey Week was a rain-out, but it did not deter members and other parts-toting folks from stopping at the SAH Hospitality Tent. Kudos to *Paul Lashbrook*, *Stan Lyman*, *Kit Foster* and the members who manned the tent for being a real port in the storm.



Before the rains came, Paul Lashbrook and Tom Stewart listen to Dale Wells

What follows are the award presentations made at the Awards Banquet. In addition, the Nicholas-Joseph Cugnot Award, Language other than English, went to *Handwerk på Hjul (Rolling Coachwork—The Story of Norwegian Bodymakers)*, by *Asbjorn Rolseth* while the Award of Distinction, Language other than English, went to *Le Rallye Monte-Carlo au XXème Siècle*, by *Maurice Louche*. Presentation of these awards will be made at the European Meeting in February 2003.

The Minutes of the Fall Board of Directors Meeting will appear in *Journal 202*.

E.P. Ingersoll Award

Years ago a Big-Four top executive told a founding member of the Society of Automotive Historians to “stop wasting time on the company’s automotive history because nobody cares about old cars.”

Too bad that executive wasn’t around a spectacular weekend several months ago when more than one and a half million people crowded Woodward Avenue in the northern suburbs of Detroit to bask in the glory of watching *older* cars, trucks, classics, customs, hot rods, dream cars and the like proudly cruise the 16 miles from Eight Mile Road in Detroit to Pontiac, Michigan.

The exciting *Woodward Dream Cruise* is a relatively new event with a mere eight-year history. Yet the cruise continues to grow larger each year and it has become one of the world’s largest and most popular automotive history exhibitions and festivals.



Bill Chapin, Automobile National Heritage Area, (l) accepts the E.P. Ingersoll Award from Leroy Cole.

An added plus for the cruise is that the generous proceeds from the sale of official souvenirs and memorabilia go to support 90 local charities.

I think Mr. E.P. Ingersoll would be pleased and honored to know that the American public continues to be highly enamored with the “horseless age.”

The Society of Automotive Historians is pleased to present the E.P. Ingersoll Award to the Woodward Dream Cruise.

—James A. Wren

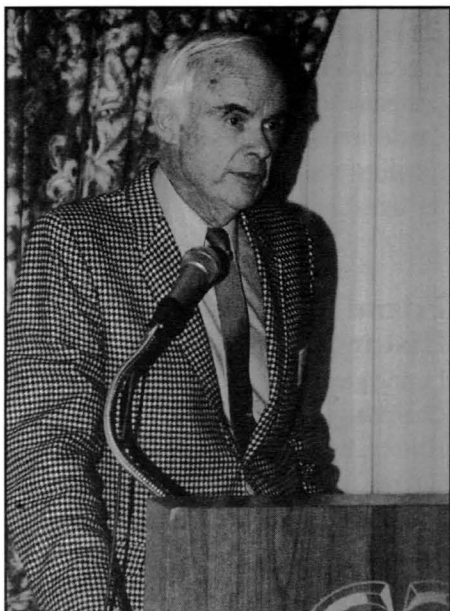
Richard and Grace Brigham Award

This year’s award goes to *The Way of the Zephyr*, the official publication of the Lincoln-Zephyr Owners Club.

While some club periodicals are produced and published on a par with newsstand magazines and, in fact, are professionally produced, not all club periodicals have this luxury, especially specific-marque publications. However, through member dedication, loyalty to the car brand or model and much sacrifice of time, many fine single-marque magazines are produced by club members who volunteer their talents to their club publication. It takes a dedicated group to produce a consistently good magazine issue after issue. Always faced with a modest budget, the editor who succeeds in producing an interesting and readable magazine is the one with creative ideas and good design sense.

The Way of the Zephyr has progressed, issue by issue, in quality of content and with continued high standards of presentation. Above and beyond the requisite departments and regional coverages, excellent editorial content makes each issue an eager read. This is particularly true for the reader interested in the history of the marque. A consistent and clean look to the magazine’s layout and an innovative series of cover colors that matched the factory color offerings for a model year deserve good marks for magazine design.

A specific example of good editorial practice was the March—April 2001 issue that featured an in-depth look at magazine advertising campaigns through the years 1935–1948, when the Zephyrs



David Cole, editor, *The Way of the Zephyr*

were built. The article also shared suggestions on collecting and locating the ads for the readers' own collections.

In several issues *The Way of the Zephyr* has done a great service to its readers by featuring articles on the designers who created the shapes and forms that still cause people to admire these beautiful cars.

David L. Cole has worked diligently and with quiet perseverance for over 12 years as volunteer editor, ad taker and all around keeper of the store for *The Way of the Zephyr*. It is my extreme pleasure to present him with the Richard and Grace Brigham Award.

—Jack Juratovic

Carl Benz Award and Award of Distinction

As many of you already know, the Benz Award recognizes excellence in automotive history appearing in a periodical. I would like to thank Benz Committee members *Dennis David, John Sawruk* and *Bill Warner* for their help and guidance in the selection of those articles recognized. A special thanks also goes to *John Gunnell*, who is retiring from the committee this year after six years of service.

In years past we have sometimes been able to identify one article that obviously stood above the rest. This year, however, the level of excellence of most nominations precluded such an identifi-

cation—there were so many truly spectacular examples to pick from. So we are pleased to announce that in addition to the Benz Award, one runner-up has received an Award of Distinction.

The 2002 Benz Award of Distinction winner is “The Aesthetics of Sport,” by *Carl Goodwin*, published in the November–December, 2001 issue of *Vintage Motorsport*. It scored 380 out of a possible 400 points. Congratulations, Mr. Goodwin!

The winner of the 2002 Benz Award is “Doble E-14: The Pinnacle of Steam Power,” by *Jonathan Stein* with *James Crank*, published in Volume 41, Number 1 of *Automobile Quarterly*. It scored 382 out of a possible 400 points. Congratulations, Mr. Stein and Mr. Crank!

—Don Keefe



Jonathan Stein (r) accepts the Carl Benz Award from Don Keefe.

Nicholas-Joseph Cugnot Award and Award of Distinction, English Language

It was my pleasure to serve as the chairman of the Nicholas-Joseph Cugnot Committee this year. I wish to thank President *Dale Wells* for his confidence in me and also the other committee members, who were very gracious with their time and who provided the Society with careful and studious evaluations of the books reviewed. They were *Karl Zahm, Roy Miller, David Lewis* and *Sam Fiorani*.

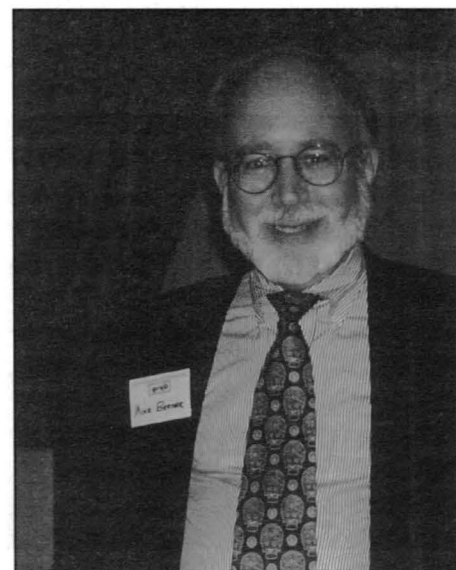
Our task this year was difficult. Thirteen books were reviewed, many of them worthy of significant recognition, all of them the product of certainly months

and perhaps years of accumulated research and knowledge. While our task was difficult it was also enjoyable in that we were able to read the varied histories or analysis concerning the subject all of us find fascinating. On behalf of the Society of Automotive Historians I wish to thank the authors for their work and for permitting their books to be nominated and reviewed. Each of the books adds to our accumulated knowledge of automotive history. We owe a debt to the authors of the books that I wish to acknowledge.

I wish also to thank those who nominated books. The Society will begin to accept books published in 2002 for the Nicholas-Joseph Cugnot Award with April 15, 2003 being the deadline for receiving nominations. Please consider taking part in the nomination process.

The Society of Automotive Historians Award of Distinction is awarded to *The Automobile in American History and Culture: A Reference Guide*, by *Michael L. Berger*, published by Greenwood Press.

It is readily apparent why *The Automobile in American History and Culture: A Reference Guide* was 17 years in the making. As one committee member wrote, “It is a model of scholarship; it was meticulously researched, well organized and thoughtfully written. The author could have taken the easy way out, simply providing listings of histories, biographies, studies, analysis, etc. Instead he



Michael Berger, Award of Distinction winner Photo: Bobbie'dine Rodda

prepared a highly informed, well-documented essay on each subject covered. Nothing was done by half. The appendices and indices (by both author and subject) are most useful. This book should stand as definitive in its sphere for a very long time." It is "must reading" for all future studies of the auto and U.S. history and culture.

Congratulations to Michael Berger! Thank you for your scholarship in providing this enormously valuable research and reference for both experienced auto historians and those beginning in this field of interest.

The Nicholas-Joseph Cugnot Award is awarded to *The Classic Era*, by Beverly Rae Kimes, published by the Classic Car Club of America.

The Classic Era is not only about the automobiles identified as classic by the Classic Car Club; it is in fact a classic work. Profusely illustrated, it is as one committee member wrote, "not only a great read, it is a wonderful history lesson" providing "excellent insight into the cars and the people who built them." Written in a flowing style, the story of an era unfolds, making, as another committee member noted, "the readers feel as if they were there." The size of this book may mistakenly lead a casual observer to think this is just another pretty coffee-table book, but a serious evaluation belies such a view as an apparent lifetime passion for the subject results in a comprehensive narrative of a time past. Printed on high-quality paper, attractively presented, this is a reference worthy of its title.



Beverly Rae Kimes accepts the Nicholas-Joseph Cugnot Award, English Language from Darwyn Lumley. Photo: Bobbie'dine Rodda

Congratulations to Beverly Rae Kimes! Thank you for the enormous time and effort spent in writing this definitive work. Some of us are fortunate to read the writing of Beverly on a regular basis, and are familiar with the Classic Car Club definition of a fully classic automobile. For those who are unfamiliar with CCCA, there is no better and more comprehensive book for them to use to understand the Classic Era.

The eleven other books that were submitted for the committee's consideration were as follows: *The E-M-F Company*, by Anthony J. Yanik; *Ford at Dagenham*, by David Burgess-Wise; *The Fabulous Fifties: A Decade of Sports Car Racing in Southern California*, by Art Evans; *Ford: The Dust and the Glory: A Racing History Vol 2 (1968-2000)*, by Leo Levine; *Fifties Fins*, by Dennis David; *Fleetwood: The Company and the Coachcraft*, by James J. Schild; *Flxible: A History of the Bus and the Company*, by Robert R. Ebert, Ph.D.; *Modern Car Technology*, by Jeff Daniels; *Sir William Lyons: The Official Biography*, by Philip Porter and Paul Skilleter; *Classic Racing Engines*, by Karl Ludvigsen; *Ford Model Y: Henry's Car for Europe*, by Sam Roberts.

—Darwyn Lumley

James J. Bradley Distinguished Service Award

As Joe Freeman so eloquently phrased it last year, "What makes the Bradley Award particularly significant is that it represents what is really the heart of what we as the Society of Automotive Historians are trying to do. Without organizations and individuals who dedicate themselves to the preservation of automotive historical materials of all sorts we would not be able to accomplish our collective task of accurately recording and interpreting automotive history."

This year the James J. Bradley Award moves to one of America's great historic transportation centers, St. Louis, Missouri. The Museum of Transportation is presented the award for its dedication to preserving America's transportation history. From automobiles, trucks, buses, bicycles, boats, railroads, airplanes to even

horsedrawn vehicles, the Museum of Transportation provides a magnificent panorama of transportation. We commend the dedication of all the participants, contributors, management and supporters of the museum.

—James A. Wren

Friend of Automotive History Award

I bring greetings from Dr. David L. Lewis, Chairman of our Friend of Automotive History Award Committee. In David's absence and as committee vice chair I have the honor of presenting this award, the Society's most coveted prize. It is the Society's most sought after award because it represents an accumulation of varied service to the cause of automotive history over an extended period of time. It is presented for important contributions and years of dedicated and valuable service. Due to a tie vote by the Society's officers and directors this year's Friend of Automotive History Award is to be given to two deserving individuals.

The first is Mr. Richard M. Langworth. Mr. Langworth, his nominator states, "is an author, excellent researcher and publisher of perhaps the best club magazine going, *The Packard Cormorant*."

Mr. Langworth is founder and president of Dragonwyck Publishing Company, which specializes in automotive titles. Since 1975 he has also edited



Richard M. Langworth, Friend of Automotive History Award recipient Photo: Bobbie'dine Rodda

the quarterly *Cormorant*, which has won numerous *Old Car Weekly* Golden Quill Awards. He has authored or coauthored more than 40 books on vintage cars, including both corporate and marque histories, and published numerous feature articles in leading auto history publications. In 1976 he won the Society's Cugnot Award and the AACA's Thomas McKean Award for his Kaiser-Frazer history and in 1979 he received a second Cugnot Award for a Packard history of which he was coauthor.

An associate and senior editor of *Automotive Quarterly* from 1970 to 1975, editor of *Car Classics* from 1976 to 1977 and editor of *Automotive Investor* from 1980 to 1990, Mr. Langworth was a founder of the Corvair Society of America and Vintage Triumph Register. Since 1977 he has served as host of numerous Vintage Car and Churchill Tours of Britain, France and Australia.

In 1968 Mr. Langworth founded the Churchill Center, Inc., in Washington, D.C., and he has served as its president since 1995. He is founder and proprietor of Churchillbooks (antiquarian booksellers). In addition, he has edited the quarterly *Finest Hour* since 1981 and authored *A Connoisseurs Guide to the Books of Sir Winston Churchill*. Mr. Langworth has been awarded an honorary CBE in recognition of his contribution to British-American relations through promoting and preserving the memory of Churchill in the United States.

The second recipient of the Friend of Automotive History is *Karl Ludvigsen*. An American based in London, Mr. Ludvigsen is chairman of a leading motor industry management consultancy, Ludvigsen Associates, and managing director of Euromotor Reports, publishers of specialized automotive studies and reports.

"He has been a prolific researcher and writer with a technical bent and an emphasis on historical racing subjects," stated nominator *Fred Roe*. "Also, he writes as clearly as any writer I've run across; his book on Mercedes being a case in point."

Mr. Ludvigsen has served as technical editor of *Auto Age* and *Sports Car Il-*



SAH Officers and Board of Directors: (seated l-r) Arthur W. Jones, Secretary Michael L. Berger, President Dale K. Wells, Vice President Joseph S. Freeman, Treasurer Christopher G. Foster, Susan S. Davis, John A. Marino; (standing l-r) Leroy D. Cole, James J. Schild, Gregg D. Merksamer, Darwyn H. Lumley, Paul N. Lashbrook, Samuel V. Fiorani, Robert R. Ebert

lustrated, as East Coast editor of *Motor Trend* and as editor of *Car and Driver*. He also has been a public relations executive for GM, Fiat and Ford. Among his most recent books are *Stirling Moss: Racing with the Maestro*, *Jackie Stewart: Triple-Crowned King of Speed*, *Juan Manuel Fangio: Motor Racing's Grand Master*, *Battle for the Beetle* and *Classic Racing Engines*. Mr. Ludvigsen has received the Montagu Trophy of the Guild of Motoring Writers and two Cugnot Awards.

Mr. Ludvigsen was unable to attend the Annual Banquet, but plans call for presenting the award to him when the Society convenes its European Meeting in February 2003.

—Michael Skinner

Davis, Marino, Jones elected to SAH Board

Susan S. Davis, John A. Marino and *Arthur W. Jones* were recently elected to three-year terms as Directors of SAH. A founder of the Stanley Museum of Kingfield, Maine, Sue currently serves as its president and CEO. John Marino is an Associate Professor in the School of Technology at Kent State University. He lives in Boardman, Ohio. Arthur Jones, of Philadelphia, worked in product planning at General Motors after graduating from Harvard. He subsequently trained in

architecture, and has practiced and taught in that field. He has recently semi-retired, to devote more time to automotive history.

The three new directors took office at the end of the Annual Meeting in October.

SAH in Paris VIII

We're pleased to announce that the 8th annual meeting of SAH members and guests in Paris is planned for the evening of Thursday, February 6, 2003.

Beginning in 1996, we've gotten together, usually at the Automobile Club de France, for drinks and dinner the evening before the opening of *Rétromobile*, the largest indoor old-car show and flea market in France.

Last year, 56 of us dined at the Renault Museum; this year we return to the ACF, located at 6 Place de la Concorde. Highlights of the 2003 evening will be the presentation of the Friend of Automotive History Award to *Karl Ludvigsen*, as well as the Cugnot Award and the Award of Distinction to the authors of the best automotive books of 2001 in a language other than English. The Cugnot goes to *Asbjorn Rolseth* for (title translated from Norwegian) *Rolling Coachwork—The Story of Norwegian Bodymakers*, and the Award of Distinction

to Maurice Louche for *Le Rallye Monte-Carlo aux XXème Siècle*. A gift from the SAH Board to *Laurent Friry* who has arranged these evenings since 1996 will also be presented. We'll meet for drinks at 6:30 P.M., with dinner following at 7:15. Jacket and tie for men.

The price of the dinner is 65 euros, or 70 US dollars per person. Members from countries other than the U.S. should make reservations with, and arrange payment to, Laurent. His e-mail address is laurent.friry@esf.ericsson.se and his home address is 22 rue d'Antony, F-91370 Verrières le Buisson. If you are coming from the U.S., please contact (and pay) me (tvinson@nhtsa.dot.gov and 1314 Trinity Drive, Alexandria, VA 22314). Please let either of us know not later than January 20, 2003 so that the ACF can make arrangements. You may pay Laurent "at the door" if you prefer.

We are trying to schedule a visit to the Conservatoire Citroën in the suburb of Aulnay for either Saturday the 8th or Monday the 10th. Not open to the general public, the Conservatoire houses over 200 Citroën cars and trucks and a sizable collection of documents. Arrangements are incomplete as of now. We hope to have a definitive announcement in the Jan./Feb. issue of the *Journal*. In the meantime, when you make your dinner reservations, please let either Laurent or me know if you're interested in this jaunt, and which date you prefer. If you do not plan to come to the dinner but would like to go to Aulnay, please inform me directly.

Seven of the past nine Februarys that I have been in Paris, the temperature has been around 50 degrees F with overcast skies but little rain. It's a great break when the winter doldrums are beginning to set in.

—Taylor Vinson

Strother McMinn Scholarship

The Art Center College of Design in Pasadena, California, was given a \$1 million gift for a new scholarship program. The endowment was underwritten by Toyota and has been named for the late *Strother McMinn* who was an instructor at the Art

Center. The scholarship will pay full tuition and expenses for one student in transportation design. Only one student will attend the Art Center at a time under the scholarship and a new recipient will be named as the previous one graduates.

Toyota has over the years provided some sort of financial aid for 67 Art Center graduates and currently counts 10 alumni of the school on its payrolls.

—Sam Fiorani

Racing Veteran Nolan White Dies after Crash at Track

Land speed racing veteran and world record holder Nolan White, 71, passed away peacefully in his sleep early in the morning of Sunday, October 20th at the University of Utah Medical Center in Salt Lake City, Utah. His wife and family were with him.

Nolan, who earned the Hot Rod Magazine Trophy by recording a top speed of 434 mph and setting a new AA BFS (blown fuel streamliner) record of 413 mph, had been a participant of the SCTA World Finals held Oct 16–20, where his Spirit of Autopower, National Parts Peddler #131 streamliner was attempting to set a new FIA world record. Sadly, on the last FIA record attempt, despite running flawlessly over the nine-mile track, the car lost all three parachutes as it ran through the traps at 422 miles per hour, veered off course and rolled several times before coming to a stop.

The community of land speed racers are saddened to have lost one of their own who for 45 years has been a strong competitor, innovator and hero of many. Nolan White, together with his son, Rick, and grandson Jason, were a familiar family racing team at the salt for many years.

—Louise Ann Noeth

Weeber Collection at New York State Museum

From 1933 through 2000 the family of automotive inventor and entrepreneur Christian F. Weeber, Jr., (1872–1932) of Albany, New York, donated and bequeathed to the New York State Museum artifacts and documents of

Weeber's life and career. Among the hundreds of items is an automobile Weeber built before 1904 as well as portions of two other cars, one of which is relatively rather primitive and may well date to 1898, the year ascribed by his daughter, Marion Weeber Welsh, to the complete car. From time to time the automobile trade journals in the 1900 period reported Weeber's plan to build cars in numbers for sale, but the total of automobiles produced likely was no more than a handful.

Instead, Weeber developed a number of patented automobile accessories, such as a wheel puller, a steering gear and a traction device for use in mud or snow. The Weeber muffler was fitted to the Columbia of the Electric Vehicle Company. And a Weeber shock absorber was used on the Baker Motor-Vehicle Company's roadster. Later in life Weeber concentrated on his inventing, working on a fuel injection process and, at the end, helicopter flight.

For a period in the late 1900s and 1910s Weeber was an automobile dealer. And material received from the estate of his daughter in 2000 sheds light on the relations between Weeber as a dealer and the manufacturers he represented as well as those between him and sub-agents he had secured.

A sharp-eyed museum colleague spotted the cache of correspondence, contracts and bills as other objects were being transported to the museum. What he secured is a wealth of information about the nature of automobile retailing in the 1907–1910 period, granting there are no copies of Weeber's out-going letters, only sparse notes on the incoming correspondence.

Perhaps most interesting are the letters, telegrams, contracts and invoices from the Ford Motor Company as Weeber served from 1907–1910 as Ford dealer for four counties in eastern New York until leaving Ford for the Studebaker Corporation. Notable is Weeber's close relationship with Gaston Plaintiff, Ford manager in the New York City branch. Also interesting are the manufacturer's entreaties to Weeber to move the cars for

which he was contracted, an example of which is from a letter to Weeber from Harry B. Harper of the "Foreign Department" in New York. (Harper later became advertising manager for Ford Motor Company and founded *Ford Times*.)

"I have been wondering what has happened to Albany, for the records up at Mr. Plaintiff's office do not speak out very glowingly for Ford sales in your territory. It seems to me you have always been able to beat out Troy by a good margin, but this year our friend Nicolls seems to have pulled up his suspenders another notch, buttoned up his coat and turned up his collar and then gone out to 'clean the tar' out of the Albany dealer. Of course there are several months yet before the year closes, and this is ample time to pass the genial gentleman further up the river. You never could get me to bet on Troy and I told Mr. Plaintiff the other day I was not ready to yet. Please advise if it is safe for me to put up my money on the capital city and C.F. Weeber."

A remarkable letter to Weeber from Stanley Roberts in the Sales Department

in Detroit on March 26, 1908 responds to Mr. Weeber's criticism of the newly announced Model T. Apparently Weeber thought the bore of the engine should have been enlarged compared to that of the Model N. Roberts said that the "pulling power" had increased nevertheless. "We have had this car out in 14 in. of snow, with full load, and she plows through the snow on high gear without any trouble. . . . You will find that it will have ample power and that you will sell more than you even expected."

Weeber also objected to the move of the steering wheel to the left side of the car, putting the driver into the street as he dismounted. Roberts countered by noting that control of the car was superior with the driver on the left. "Did you ever try to dodge around a buggy or a horse with a big car, or any other vehicle, and have to crane your neck over to one side to see if there is anything ahead or anything coming?"

In addition to Ford and Studebaker cars, Weeber also sold Haynes, Standard and Mais trucks and probably one or

more Chase trucks and possibly an Ohio car. While the building housing his showroom and repair shop are gone, the Albany house he built in 1912 survives mostly unaltered.

The complete file of letters, bills, telegrams, contracts and sales materials is available by appointment for study at the New York State Museum, Empire Plaza, Albany, New York, 518-474-5877. The Weeber car is currently on loan and on view at the Saratoga Automobile Museum.

—Geoffrey N. Stein

Year End Reminder

With the end of the year approaching please consider the Society of Automotive Historians in your tax planning. Remember, a donation to the Society is tax deductible and, more importantly, it will help keep the Society a strong and vital voice for the preservation of automotive history. For more information about making a donation contact Treasurer Kit Foster, 1102 Long Cove Rd, Gales Ferry, CT 06335-1812 or foster@netbox.com.

The Kalamazoo Automobilist by David O. Lyon

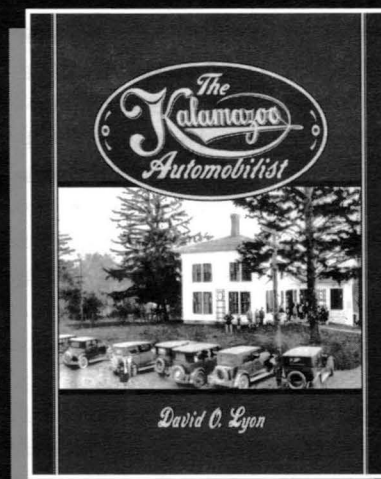
New Issues Press, 2002, 544 Pages, \$39.95 Hard Cover

The Kalamazoo Automobilist follows the car industry in Kalamazoo, Michigan, from 1891 to 1991. It contains 300 photos, 70% of which have never been published, and 32 pages of color.

Includes Barley, Blood, Cannon, Checker, Cornelian, Dort, Greyhound, Handley, Handley-Knight, Kalamazoo Truck, Kalamazoo-Rail, Lane Truck, Michigan, Pennant Cab, Reed Tractor, Roamer, States and Wolverine.

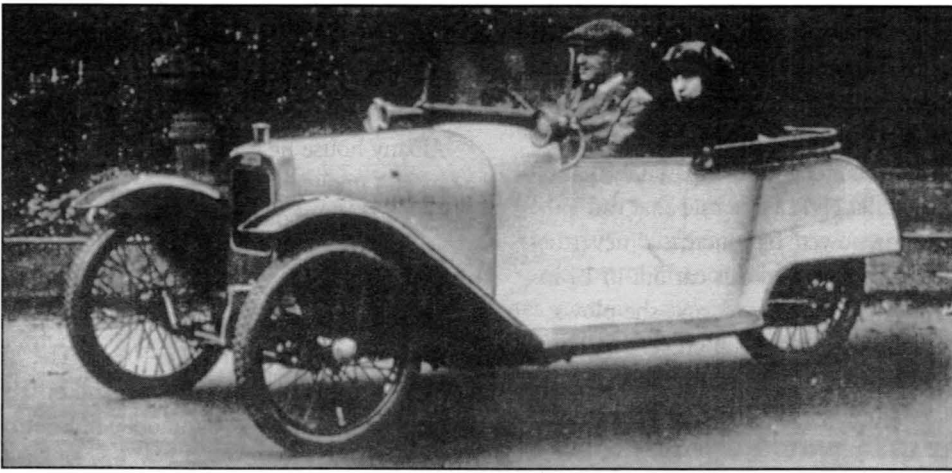
David Lyon holds a Ph.D. in Psychology from Indiana University and a bachelor's degree in History from Hamilton College. He is active with the Kalamazoo Antique Auto Restorers Club, the Antique Automobile Club of America, the Horseless Carriage Club of America and the Society of Automotive Historians. David and his wife, Jane, reside in Lawton, Michigan.

The Kalamazoo Automobilist is also available on-line through Amazon.com



\$39.95 plus \$4.00 shipping
Send check, payable to
New Issues, to

New Issues Press
Western Michigan University
1903 W. Michigan Ave.
Kalamazoo, MI 49008



1922 New Hudson Light Car. Photo courtesy Michael Worthington-Williams

In France the large car is still in vogue, although the show indicated that every manufacturer now recognized the demand for small cars and is catering to it, Renault just bringing out a new 6 H.P., 4-cylinder, and Citroën made quite a feature of his 5 H.P.

There are a number of three-wheel light cars to be seen in England and France, more notably the Morgan, although the New Hudson is coming into prominence in England. Of course the high cost of gasoline, plus excessive taxation on horsepower, are accountable for a great deal of this great small-car demand and one reason why the Ford is not more successful at the present time over there.

It is apparent that the market for the Hudson in England and France will be limited under present taxation conditions, and that Essex ranks as having a fairly large motor. However, as they become more prosperous and taxation is relieved, undoubtedly there will be a trend away from the small car.

Bodies

Great numbers of two-passenger open bodies are used, but not many attempts are made on the light machines to seat five, four being the usual limit. Open bodies are still the leaders, but the Paris show indicated an attempt to produce closed bodies at reasonable prices. Ansaldo [of Turin] showed a coach type rather like ours.

A great feature this year was made of the inside-drive, four- or seven-passenger body with a folding top and plate glass win-

dows which opened with doors and could be taken out. I saw one or two very good looking cabriolet, two-passenger types with folding top and windows that drop in the doors, more notably the Standard. The folding top was just about the same type that we would put on a roadster, unlined, and while the body was not strictly weather-proof, it was apparently very satisfactory, and certainly good looking.

I saw a number of bodies with fabric or leather backs similar to our coach, and noted quite a tendency to square-cornered body lines as against the rounded lines so much in vogue previously.

A number of cars had gray leather upholstery with a striped finish, imitating cloth. This is particularly attractive in the front seat of enclosed-drive cars.

I saw quite a number of enclosed-drives with a glass partition between the front and back seats, similar to the partition in my new sedan, in which the glass slides sideways.

Citroën

I lunched with Citroën and he took me through his plant. He produces as many cars as all the rest of the French industry put together, and the models are exceedingly good looking. His torpedo type is really quite handsome, and also his landaulet, which is one of the best finished of the small stock bodies I have ever seen, and is very popular in Paris as a taxicab. There is not much detail finish on the Citroën chassis, but the exteriors of the cars are well done. The car is very popular around France and easily out-

sells the Ford. [A footnote says: Citroën uses a very good looking instrument board made of sheet aluminum which he polishes in an inexpensive ornamental design, making it most attractive.]

I think Citroën will visit Detroit this coming winter to see the factories over here. Although he is the only quantity producer in Europe, his manufacturing methods are still far behind ours. However, I was rather impressed with his body painting department, as he has an English installation of an oven with equipment for moist air, which struck me as being somewhat similar to that used at the Dodge factory for some of their closed bodies. He says that this has effected a great increase in the permanence of the finish on his bodies, and he is very keen about it.

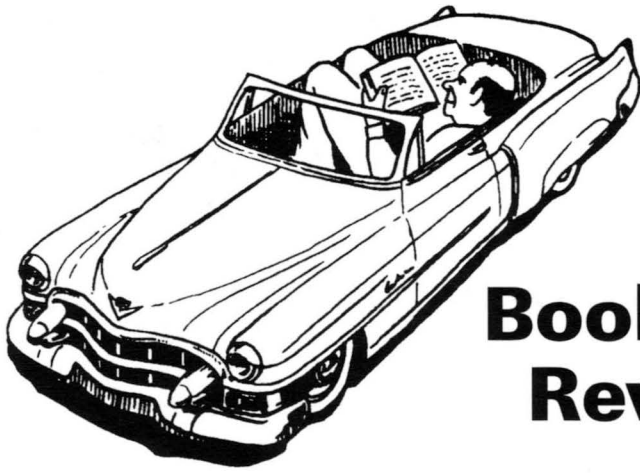
Four-wheel brakes

The most conspicuous mechanical change at the Paris show was the almost unanimous adoption of four-wheel brakes on all cars above 12 H.P., although some of the 10 H.P. cars had them. There are three favorite designs of these brakes, Perrot, Adex and Isotta Fraschini. Every one of our dealers that [Export Manager Orville] Williams met at the Paris show immediately wanted to know if we would equip our cars with four-wheel brakes. We must watch this movement with great care, since all cars of any quality on the continent may adopt four-wheel brakes within a year, and it is a sure thing that some American makes will take it up, it being rumored over there that Cadillac will come out soon with four-wheel brake equipment. While the arguments against four-wheel brakes are somewhat similar to the arguments originally made against the adoption of electric self-starters, if the public wants them and wants the non-skid effect and quickness of stopping that they give, we must be ready to supply them. [Hudson did not adopt them until 1927.]

Fours and sixes

Practically all new small cars were four-cylinder with the exception of the Omega

continued on page 12



Book Reviews

Volvo – Personenwagen seit 1927, by Christer Olsson, 2000 ISBN 3-613-028028-9. Hardbound, 9 x 11.5 inches, 128 pages, 52 b/w and 225 color illustrations, text in German. Motorbuch-Verlag, Stuttgart, Germany. Also available in English titled *Volvo Cars—A Cavalcade 1927–2000* from Classic Motorbooks, Osceola, Wisconsin, \$39.95

In his foreword the author points out that until quite recently Volvo was not very interested in its history. The top management firmly believed in thinking ahead and motivated the staff to look into the future. Therefore, publications on the history of Volvo are not very numerous and it was rather difficult to trace developments which took place in the early years. With the 70th anniversary the tradition of the company was recognized as a strong source of inspiration for staff and customers. A museum was formed in Göteborg, a visit to which is strongly recommended.

Whereas many historians believe in using original photographs only, the author takes a different viewpoint. Especially with the earlier models he does show the cars in period photographs but supplements these with modern color shots made of perfectly restored collector cars.

To all of us the modern Volvos are well known but we have little or no idea of the prewar efforts of the then small Swedish company. Here we find the development history and technical specifications as well as production figures of every single Volvo passenger car model ever made.

Up until the second world war the production was small. Of various models only several hundred cars were made. These were mostly sold in Sweden and are quite rare. The real breakthrough came with the PV444, production of which began in 1944 and amounted to a total of nearly 200,000. It was replaced by the refined PV544 in 1958 and supplemented by the four-door sedan and station wagon of the series P120, P130 and P220 of which a total of close to one million were made. The early Volvo Sport P1900 with plastic body, (only 67 produced) as well as the famous P1800 and P1800 ES coupé and sport wagon are described and illustrated in detail.

With the new series 140, Volvo continued to further improve its high safety standards. The Swedish marque's marketing centered increasingly around passenger protection, technical leadership and durability. Exportation worldwide led to new record sales.

The Volvo 66 and later the 340/360 models resulted from Volvo taking over the Dutch DAF car company. The most successful Volvo was the 240/260 line with well over two million cars built.

The wide range of models of the last twenty years, the gradual change to front-wheel drive and the various experimental cars and studies are well covered. The only thing lacking, that could be desirable to some readers, are technical drawings or pictures explaining the advanced solutions.

With the pretty convertible and coupé and the up-to-date styling of its

sedans and station wagons Volvo today has become a very desirable motorcar, combining durability, safety and reliability with attractive performance, style and prestige. Since 1999 Volvo is part of the Ford Motor Company.

Christer Olsson has done a thorough job in writing the definite story of Volvo passenger cars. The exemplary book is very well produced, interestingly illustrated and will be a joy and pride in the library of any enthusiast.

—Ferdinand Hediger

Maybach-Karosserien aus Ravensburg, by Gerhard Mirsching, 2001, ISBN 3-86136-064-0. Hardcover, 100 pages, 99 b/w and 15 color illustrations, text in German. Verlag Robert Gessler KG & Co. GmbH, Postfach 2320, D-88013 Friedrichshafen, Germany. DM 55/Euro 30.10 (approx. \$27 plus packing and postage)

With DaimlerChrysler's intention to relaunch the famous marque Maybach as its future top-of-the-line luxury model this book has a highly topical ring. The last of the color photographs does in fact show the prototype of the new DaimlerChrysler Maybach, which was scheduled for fall 2002, next to a "Zeppelin" convertible of 1932.

The subtitle of the book, "Hermann Spohn und sein Werk" makes it clear that this is the history of the coachbuilding company that had produced the vast majority of bodies for the various models of the prewar Maybach chassis. Obviously the more important development of the Maybach cars, their technical specifications and their production, is also covered.

After a short excursion into the history and activities of the Spohn family in the 19th century, the author describes the development of the Hermann Spohn coachbuilding company, which was founded in 1920. According to the drawings and patent application of Paul Jaray, one of the very early Spohn bodies was a truly advanced streamliner on the chassis

continued on page 12

Chapin continued from page 10

6, which created considerable interest, and the small Mathis 6. The Omega's cylinders are 65 x 100 mm, or 2.56 x 3.937 inches, and Mathis has two six-cylinder models, one of 9 H.P., 55 x 80 mm, or 2.17 x 3.15 inches, and one of 10 H.P., 60 x 70 mm, or 2.36 x 2.76 inches.

Economy in gasoline consumption is so vital to the European buyer that there can never be the demand for small sixes that exists in America.

General condition of automobile business

The easiest way to realize how fortunate we are in America is to go to Europe. This applies not only to the state of business but also the public mind and happiness. There is still great mental depression on the part of most people as a result of the war and not much hope that from an economic and business standpoint things are going to be much better for some time.

Neither the French nor the British motor car makes are doing particularly well, but simply living on hopes. Fiat seems to have brought back its export trade about the best of anyone, and apparently its 10 H.P. model is looked upon as perhaps the finest small car built in Europe.

Fiat and Citroën are said to have the largest output at the present time over there; Renault not maintaining the position that they formerly had. I would say that Hispano-Suiza ranks second to Rolls-Royce in the public mind as presumably the best European car.

The V-type radiator is very popular on all makes, especially the new smaller models, although the Fiat has dropped its rounded type of radiator on its new big six and produces a front similar to that of the Delage. Nickel-plated radiators are much in vogue.

Rolls-Royce has followed our lead and on the new 20 H.P. model has a radiator shutter similar to ours, although not set in a separate shell.

There is a great tendency to overhead valves on all cars, many of them being operated by cam shaft at the top of the motor. [footnote: However, the big

thing that is being done in the small car is the large amount of power being generated by these little motors. Genuine progress in this direction is indicated.]

Prices are gradually coming down on all makes, but Europe is still a long way above us in the cost of production. Apparently Citroën has been the only maker to really take advantage of some of the mass production methods they learned during the war time.

Herbert H. Rice and I took up the matter of effecting friendly working arrangements with the European manufacturers to unite in combating excessive taxation of the motor car, and to assist in the building of highways throughout the world for the furthering of all automobile export trade.

The show was very beautiful, and the French makers are most fortunate in having such an attractive place as the Grand Palais in which to display their cars. Exhibits are now uniformly decorated like our American shows. Body lines were in the main very good looking with but few faddish types exhibited this year. Practically every exhibit had a beautiful polished chassis on which great care had been taken. ■

Book Reviews continued from page 11

of a German Ley type T6E. As was to be seen, these early aerodynamic ideas were too much ahead of their time and it would take many years before they were accepted by the manufacturers and the public. Maybach had launched their first model W3 in 1921 but only from 1925–26 can it be proven that the famous chassis received Spohn bodies.

From then onward Spohn became increasingly the favored coachbuilder for the big six-cylinder and later the fabulous twelve-cylinder "Zeppelin" models. Limousines and four-door convertibles were offered as so-called standard versions. Sporty two-door convertibles could be ordered as well, especially on the smaller six-cylinder models SW35 and SW38. There also were again experimental aerodynamic cars, one in 1932 on a "Zeppelin" chassis for the Paris Salon and two Jaray-designed SW35s three years later. Many of these fine classic cars

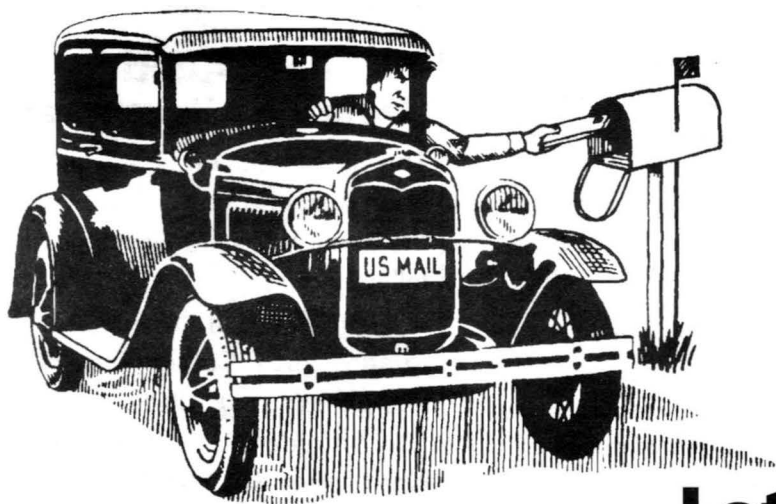
are illustrated and there are also factory drawings and interior views.

A chapter is dedicated to the difficult times after 1945. Apart from orders for the French occupation army vehicles, only a few passenger cars obtained coach-built bodies by Spohn. There were about two dozen Veritas sports cars built as roadsters and coupés, as well as a handful of pre-war SW38 Maybach chassis, which received modern sedan and limousine bodies. In the 1950s Spohn built the body of the Gaylord coupé designed by Brooks Stevens and shown at the Paris Salon of 1955. It received much publicity but did not lead to any regular production. During this period Spohn also experimented with fiberglass bodies. In 1957 the Herman Spohn company closed down.

At the end of the book there are eight pages of pretty color illustrations showing some of the magnificent Maybach cars as well as the Spohn coach-building plates. Then there are the footnotes of the sources, a bibliography and acknowledgments. The author, a retired manager of the German Federal Railroad, has very seriously researched the history, has interviewed old workers and found many excellent photographs. He previously published the definite history of Gläser coachbuilders, Dresden and the story of the post-war Audis. The new book is a work of love by a man dedicated to the fine quality, art and craftsmanship of traditional coachbuilding. Maybach, the German prestige marque par excellence and Hermann Spohn together created some of the most impressive and exquisite European Classic Cars.

The large size, clear and up-to-date layout, expensive paper and fine printing are matched by a quality binding. Agreed, this is a specialist's book for experts and amateurs attached to the finest cars and most beautiful bodies. It is the only book covering in detail the close co-operation of Maybach and Spohn. It is unknown whether an English version will ever become available. If you fancy European Classic Cars, then it is a must. Highly recommended.

—Ferdinand Hediger

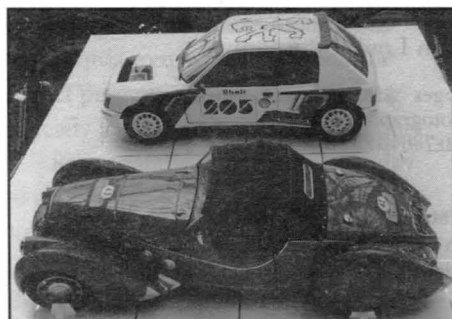
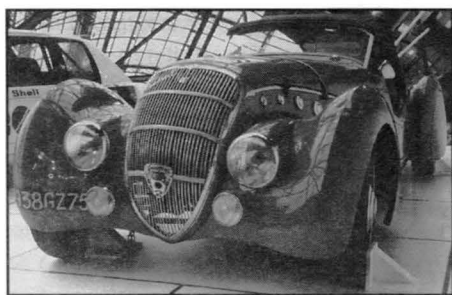


Letters

Better Late Than Never

I enjoyed *Jan Norbye's* piece about the Darl'mat Peugeots, but I was sorry not to see a picture. Here are two which your readers may find interesting. They are of a 1937 302DS, said to be Emile Darl'mat's personal car and were taken at the exhibition in Paris held in 1984 to celebrate 100 years of the French automobile. The other car in the side view is a Peugeot 205 rally car.

—Nick Georgano



First Retractable Solid Roof

I enjoyed *Jan Norbye's* article on the Darl'Mat racing Peugeots (*Journal 200*), and noted his reference to Peugeot's "Eclipse" hard-top convertibles first shown at the 1936 Paris Salon. It re-

mined me of an obscure corner of British motoring history, the Grimston-Hartley retractable roof, which first made an appearance in 1934; the prototype used a Riley chassis. Unlike the Peugeot system, this left the roof outside the boot (trunk) rather than inside, arriving in this position via a set of rails. There was only one commercial application as far as I know, when the coach-building firm Abbott showed a version fitted to a Vauxhall "Big Six" (3.2-litre) chassis at the 1935 Olympia Show in London. The question which has always intrigued me is whether this was the first retractable solid roof anywhere—can anyone produce an earlier example?

—Nick Walker

Auto History Courses

Regarding *Dale Wells' editorial* "And the Question Is . . ." (*Journal 200*), Ferris State University in Big Rapids, Michigan, offers a "Culture of the Automobile" course that surveys the history of the automobile from the viewpoint of major personalities, technical achievements and development and societal changes effected by the automobile. Currently, this course is available only on the Big Rapids campus, but if sufficient interest existed, it could be offered online.

I believe that an automotive and society course is offered at Northwestern Michigan College in Traverse City, Michigan.

—Tom Brownell

Hudson Not a Puller

The picture on the back cover of *Journal 200* surprised me. It is the first time I have seen a Hudson pulling anything. I have never seen a Hudson with a trailer hitch; the wet clutch did not lend itself to moving anything other than the car itself. Hudson enthusiasts claimed that the Hudson wet clutch, running in oil with its cork facing had no equal for smoothness, but you dare not slip it or the cork would overheat and the clutch would be ruined.

In addition, the trailer's weight seems to be pulling down the rear springs too much as even standing still the clearance between the rear fenders and tires seems to be very slight. Lastly, the artillery (wooden) wheels are not heavy enough for the added strain of the trailer.

Conversely, the Glenn Curtiss Aerocar in the ad below seems to be designed a lot better. Although the ad does not specify construction details, aircraft designer Glenn Curtiss would probably have used a strong, lightweight material such as aluminum wherever possible.

The car pulling it appears to probably be up to the task, but I doubt if a light six would be powerful enough. Although the exact make and model are not certain from the illustration, it greatly resembles a Chrysler of the early 1930s. The tires appear to be a couple of sizes oversize.

CURTISS AEROCAR
 BUNGALOW COMFORT
 LIGHT-SIX ECONOMY
 Airplane construction . . . adapted to the road by Glenn H. Curtiss, pioneer of aviation . . . brings you the most complete "rolling home" ever devised for camping, tours and outings, with beauty, comfort and economy combined in no other vehicle. Pullman-type upper and lower berths, large galley, sanitary facilities, generous closet space, roll screens, shades, radio, and leatherette finish provide a luxurious interior, while its steady construction, with minimum of unsprung weight, its patented pneumatic coupler and other exclusive features, eliminate sidesway and render it unbelievably quiet and smooth, comfortable even when traveling at high speed. Costs little more to operate than the power car alone.
 For catalogues, prices, etc., address
CURTISS AEROCAR CO. INC.
 CORAL GABLES — MIAMI, FLORIDA
 NEW YORK OFFICE: 535 FIFTH AVENUE

To complete the package the car would also have had an eight-cylinder engine, heavy duty springs, shock absorbers and clutch and probably power brakes.

—Nelson Bolan

More on that Funny Apparatus

Regarding the photo on the back page of *Journal* 199, I think the apparatus mounted on the front bumper has something to do with headlamp alignment. Ford supplied body dies to its European subsidiaries—Dagenham Works in England, Mathis-Matford Asnieres in France and Taunus Werke in Germany. These bodies were usually one to three years old or one design cycle back from current U.S. production. The European engineers and designers were charged with bringing the cars in line with local laws and codes, and also to make design and cosmetic changes to better reflect national tastes in their market areas.

Ford Deutschland elected to retain the 1936 pattern headlamps on their new Model 78 body. The headlamps on the 1937 Ford were mounted flush in the cat-walk between the hood and fender. I believe this was much lower and closer together than the pedestal mount 1936 headlamp. Note the black rectangular strip attached to the center of the headlamp lens. I think this worked in conjunction with that bumper mounted apparatus to sight, align and adjust the new headlamp position.

—Fred Summers

Fawick a South Dakota Car

Regarding A Fawick Recollection (*Journal* 200, Letters) there were two write-ups about this auto in the SAH newsletter: Issue 4, page 6 and Issue 5, page 4. Issue 5 includes a letter from Mr. Fawick. The car was made in Sioux Falls, South Dakota.

—Jim Petersen

More on Mr. Fawick

I can add a little to the Fawick Recollection. Thomas L. Fawick produced about 15 cars in Sioux Falls, South Dakota. He designed his first two-cylinder automobile in 1906 and two years later built his first four-cylinder car, then built seven or eight

more. The Silent Soux Automobile Co. was incorporated in 1909 for \$100,000.

When Theodore Roosevelt visited Sioux Falls in 1910 he was driven in a Fawick.

In 1916 Fawick began developing the farm tractor.

In his letter that appeared in Issue 5 of the SAH newsletter Fawick stated that his first car was called the "Silent Sioux"; however, he later changed the name of this car and called them all "Fawick Flyers." He also stated that when he was 18 he built a successful steam car and sold it and that he built one truck.

Thomas Fawick also made gears and transmissions. He designed a transmission with two quiet driving ranges and a friction clutch called "Airflex." Fawick Mfg. Co. was incorporated in Akron, Ohio, to manufacture and market clutches. The company name was later changed to Industrial Clutch Co.

Fawick died in 1978 at the age of 88. His daughter donated a Fawick Flyer to the Center for Western Studies in Sioux Falls.

—Ralph Dunwoodie

Silent Auction Deadline Reminder

The Silent Auction Deadline has been changed in an effort to get the auction back on its original fall schedule.

As stated in the Silent Auction 2002 Catalog (inserted into *Journal* 200), all bids must now be received by midnight on **November 30, 2002.**

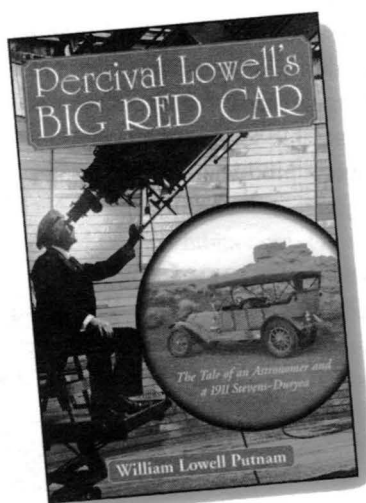
Bids sent via "snail mail" must be received no later than November 30th. Bids may also be placed on or before November 30th via

phone: 1-810-636-7221

fax: 1-810-653-9419

email: leroycole2@aol.com

Don't be disappointed.
Send in your bids today!



Percival Lowell's Big Red Car

*The Tale of an Astronomer
and a 1911 Stevens-Duryea*

William Lowell Putnam

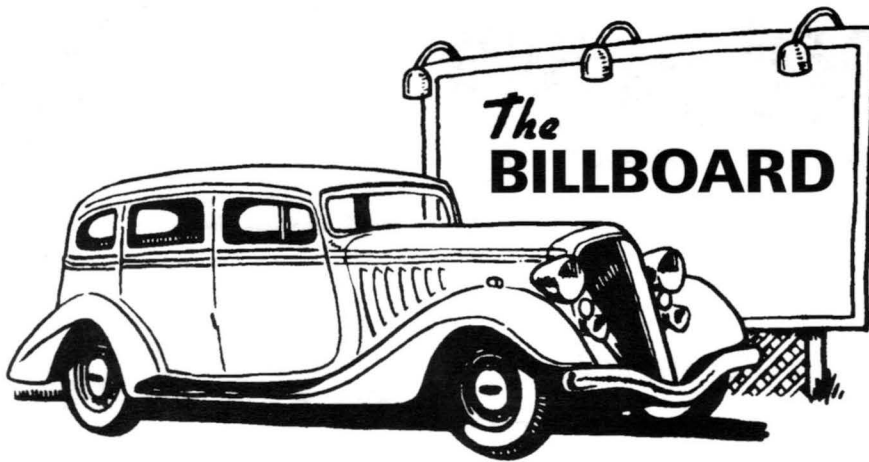
183 pages \$25 softcover
68 photographs, index
ISBN 0-7864-1234-8 2002

This is the story of one car—a 1911 Stevens-Duryea Model Y "Big Six"—and its famous owner Percival Lowell, the American astronomer best known for his studies of Mars and mathematical prediction of the discovery of Pluto. The narrative follows the vehicle, a product of Frank Duryea—of the pioneering Duryea brothers—through its time with Lowell and through subsequent owners to its present status as a moving landmark of history.



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Photographs Needed ASAP Publication-quality images of funeral cars, ambulances and livery/invalid vehicles for upcoming Krause book scheduled to go to press in April, 2003. I am especially interested in images of pre-1925 vehicles, one-off or oddball-make professional cars, period factory and dealer "drive-away" photos and "in service" photos taken in front of ambulance squad buildings, firehouses and funeral homes. Images with background stories behind them especially appreciated. Photos from 35 mm-or-bigger negatives, slides and sales brochure illustrations all acceptable. Can either borrow for duplication, purchase outright or reimburse your reprint/postage costs, and all contributors will be gratefully acknowledged in print. **Gregg D. Merksamer, 29 Old Oak Road,**

Warwick, NY 10990, (845)986-6857 between 8AM and 10PM EST, e-mail merks62@warwick.net

Books Wanted *Assissination of the Corvair*, by Andrew J White. Published by Readers Press Incorporated, New Haven, Connecticut, 1969, Library of Congress Catalog No. 77-95002
The Corvair Decade—an Illustrated History of the Rear-engined Automobile, by Tony Fiore. Published in 1980 by the Corvair Society of America Inc, PO Box 2488 Pensacola, FL 32503
How to Build a VW-based Sport Buggy. Published as a special book by *Four Wheeler Magazine* in 1970. **James Hale, 66 Mile Oak Road, Portslade, East Sussex, BN41 2PL, England. E-mail: james.hale@btinternet.com.UK**

Information Wanted Looking for reports, bios, recollections on women auto racers, 1896 through 1970, for upcoming book. **Genevieve Obert, 301 Encinal St., Santa Cruz, CA 95060, email: genobert@aol.com**

Information Wanted I am looking for info on the Trident 3-wheeler. It was made in the USA, but the engine and chassis were made by the Reliant Motor Company in England. The year is 1984; it's a small pick up truck, model no. R834 VIN IRG3P180F1000321

Bob Neal Reliant historian, Essex, England, rebelant@bushinternet.com

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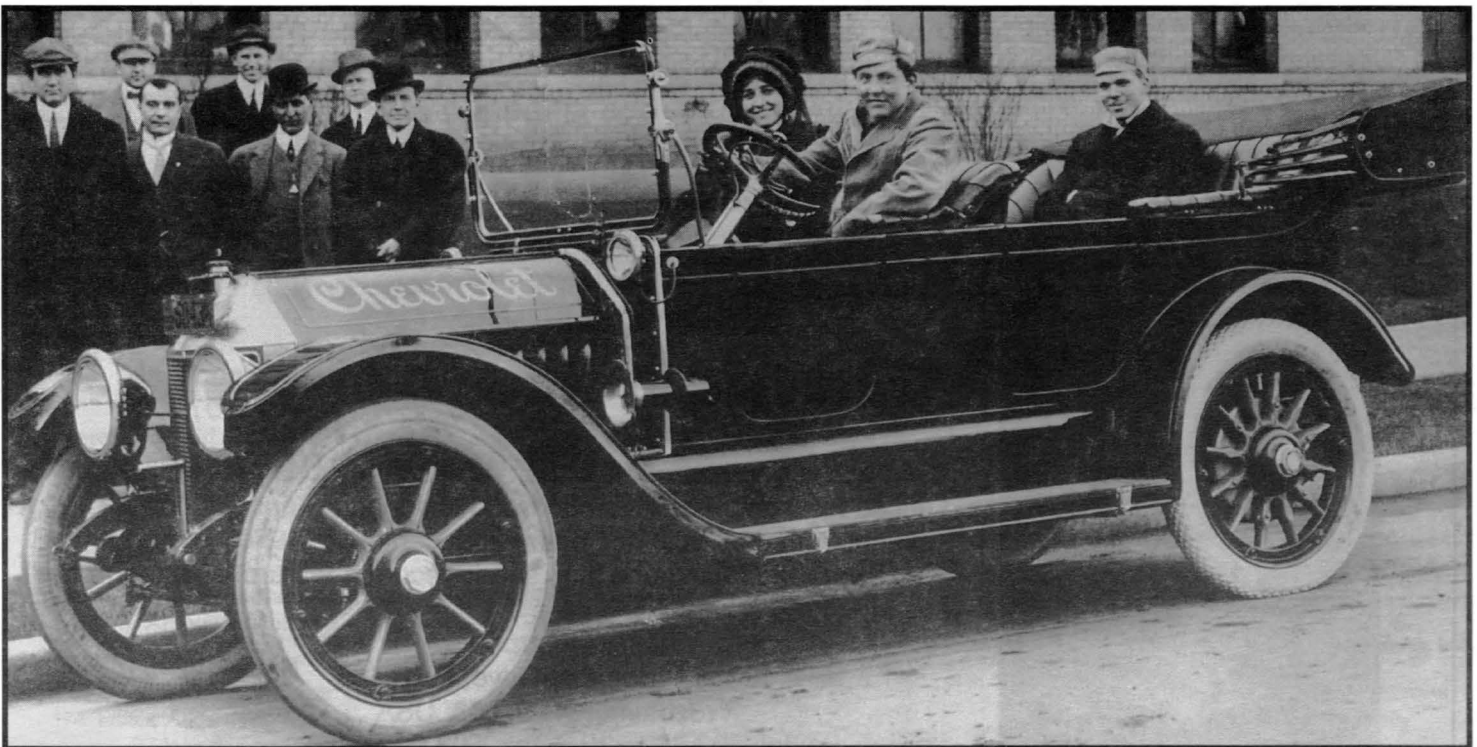
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Information on European Meeting—Page 7



WE'LL BE THERE: W.C. Durant (standing, right, in bowler) and Louis Chevrolet (sans hat) admire the first Chevrolet car in 1912. The trouble was, the two men didn't agree just where "there" was and soon parted ways as Durant made the Chevrolet into a smaller and cheaper (and much more popular) car. At the wheel is Durant's son Cliff, his wife, Adelaide, beside him. Can anyone recognize any other faces? (Kit Foster collection)